

PETTERSEN, DUNN, & CAUDILLO Capture 1984 World R/C Off Road Titles...

Record number of entries (263) make the MRC/TAMIYA R/C 1984 Off Road World Championships, the BIGGEST EVER!

Story by Kirk Naylor, Jerry Guthrie
Photos by Chuck Conolly, Kirk Naylor, John Elkin

April 13-15, 1984
Anaheim, CA

THE THIRD ANNUAL MRC/TAMIYA R/C Off Road World Championships at the Anaheim Convention Center, Anaheim, California, once again drew a record number of entrants and a record number of spectators during the three days of the event.

In the process, three "new" World Champions were crowned - Louie Caudillo, STOCK World Champion; Mike Dunn, MODIFIED World Champion; and Elvind Pettersen, OPEN World Champion.

According to the general consensus of racers and spectators, this was the best and most hotly contested World Championship Off Road event in its three year history. All three A MAIN events were incredibly close with the world champion being decided nearly in the last lap. Perhaps the most exciting of all was the Open Class championship, where Elvind Pettersen narrowly edged out Jay Halsey in the last lap for the world title. But to single out this main event from the others and, in fact, from all the other mains, is not exactly fair as there



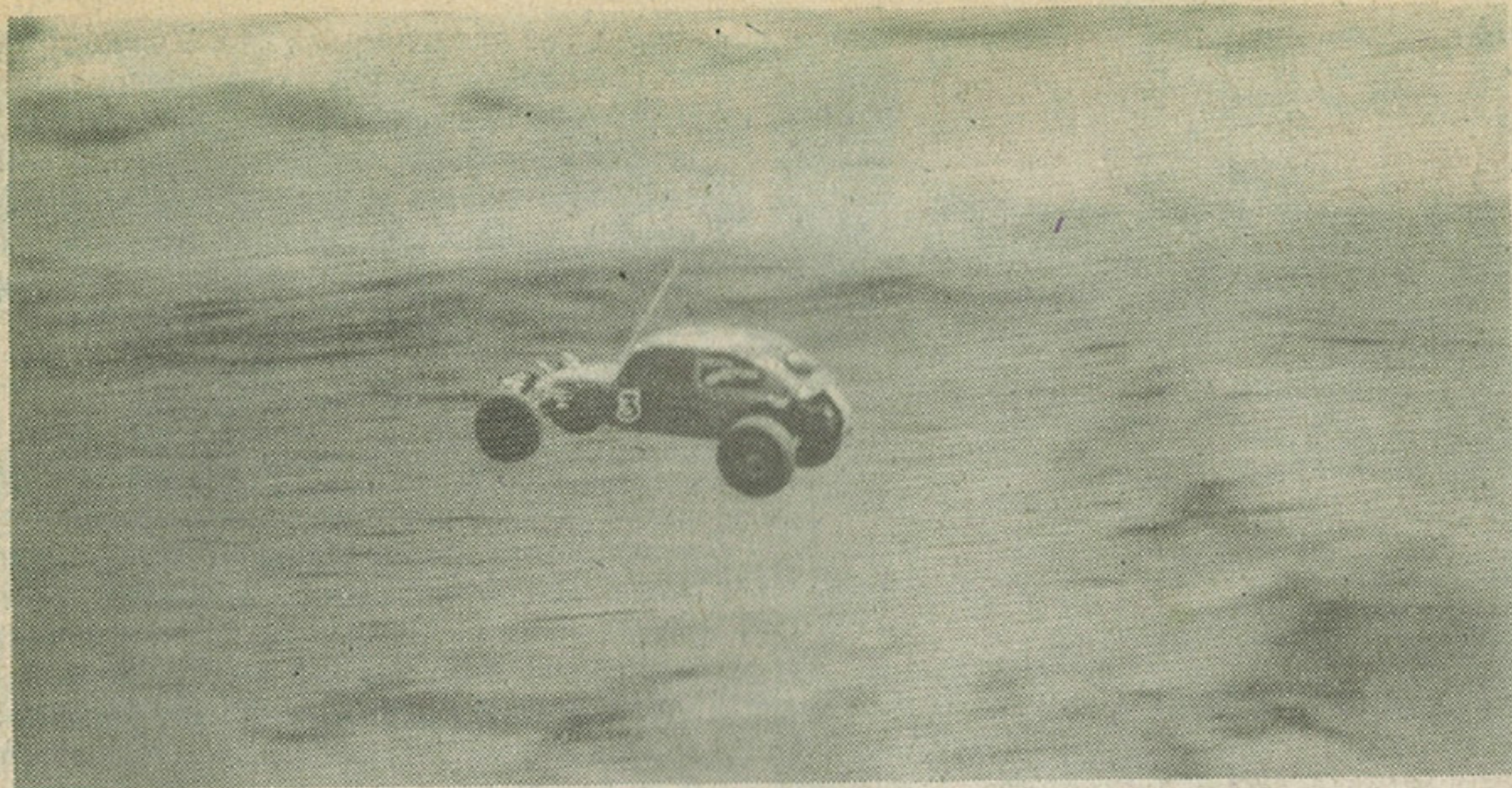
Highly modified Mod/Open class car (#71) of Mike Styles (top). Check out rear cantaliber shock set-up. Awesome looking. Mike Dunn "wheeling" his way towards the Modified World Crown. Photos Chuck Connolly and Kirk Naylor

were some great moments during all three days of qualifying and mains.

One particular feat that had never been done before was that of Ron Dyer who, after having had extremely poor qualifying rounds in the Modified Class, wound up in the D Main - an unlikely spot for him. But once the main events got underway, Ron must have found the right

combination as he proceeded to win the D, C, B, mains and "bumped" into the A Main where he picked up the third (3rd) World Championship spot. Imagine winning three main events right in a row and finishing 3rd in the prestigious A Main, some kind of feat!

Not to be overshadowed by his accomplishment was Mike Giem, who had the skills to

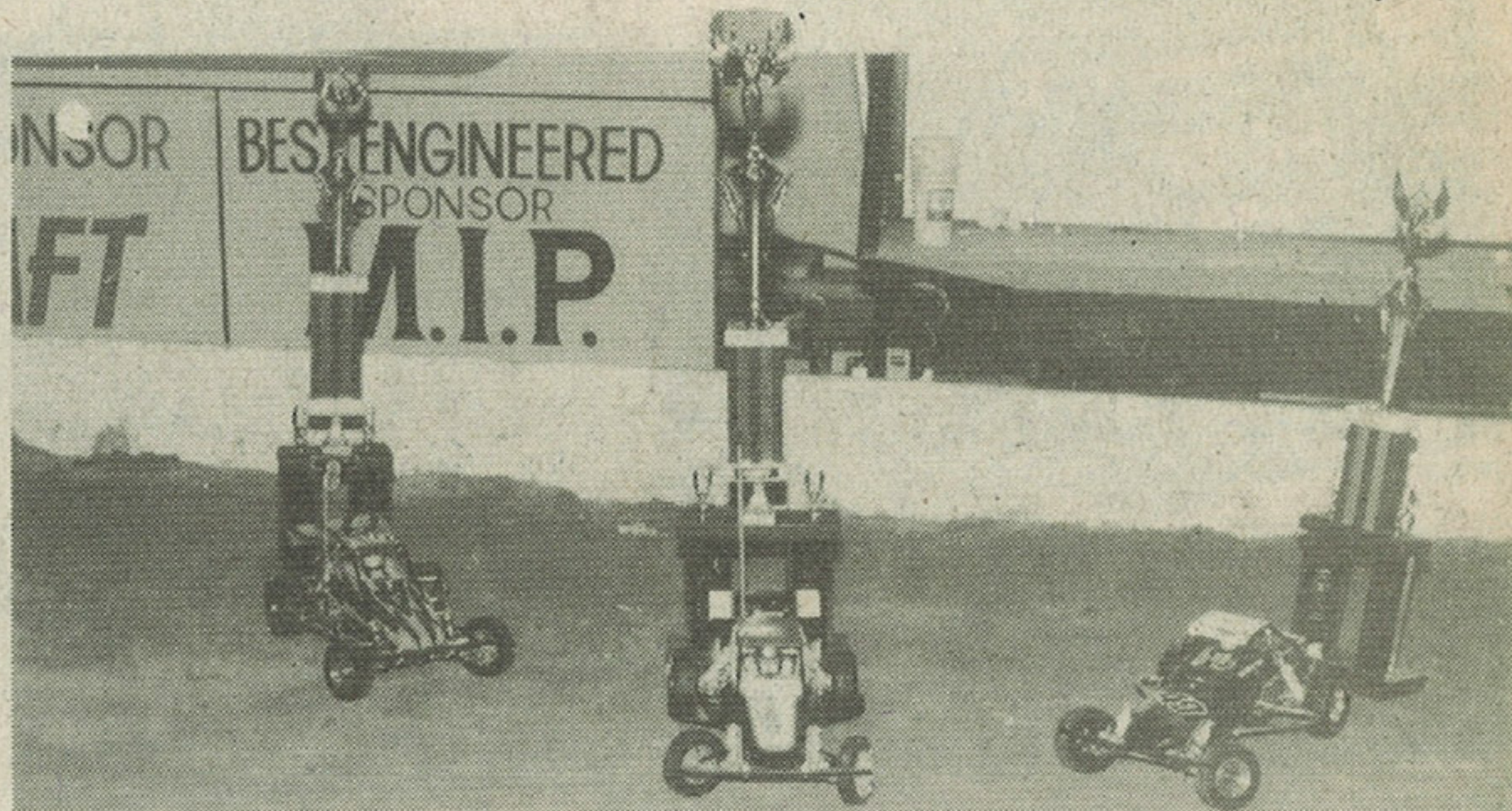


The high flying Jay Halsey came within an eyelash of capturing the Open world crown. Last lap flub allowed Pettersen to go by. Photo Elkin

wind up as the "Top Qualifier" in both the Modified and Open classes. Think about it... 117 Modified and 99 Open entries were going for the TQ spot, but when it was all said and done Mike Gien stood alone as the fastest driver in both classes. Also, in the process, he managed a 2nd place in the Modified World Championship Main, and a 3rd place in the Open World Championship Main. Needless to say, in overall performance, he must be considered the best.

Another achievement of equal importance was that of Louie Caudillo who won a thrilling main event over Randy Lutz and Herb Hanss. Moreover, Caudillo next transferred to the Modified and Open classes where he finished 3rd in the Modified D and 5th in the Open B main.

The world championship track, designed by SSG William Swinegar, currently in Germany in the Armed Forces, was a hit with all the racers. Simple, yet challenging and worthy of a world-caliber event. The job to bring the design and drawing to reality was once again



Stock Concours cars, all COX Scorpions that showed incredible detail. This was a "running" Concours so these cars, with their shining new bodies, had to go out and race with the rest. Photo Naylor



Stock Class Concours winners: (l-r) Vince Carbino (2nd), Scott Sherburn (1st), and Don Denny (3rd).

left up to the able hands of Eric Grisham. For the third year in a row, Eric has masterfully shaped the world champ track within the 35' X 70' box used for the track. This year the 52 yards of dirt that were brought in were as "clean" as they could have possibly been. In fact, the dirt was so clean (void of rocks, etc) that cars were able to dig through it with great

ease no matter how hard it was packed. Traction was no problem - keeping the dirt around the corners and where the cars were landing was another. But most of the drivers cooperated in keeping the dirt on the track by periodically shoveling or raking the dirt back to where it should be. Notwithstanding the constant grooming, the majority of the racers loved

the soil and expressed their approval continually. It certainly made it easier on the cars and breakage was minimal as a result of the track.

The SCORE SHOW drew a tremendous crowd during the three days and once again a great majority made its way to see the "little cars" run. This annual World Championship event for R/C off road cars has become the hit of the SCORE SHOW and people were even calling the show offices during the weekend to make sure that R/C cars were running and to find out what the schedule was.

The same problem of crowd control remains as it has for the past three years. There's no way that thousands of people can see the racing at one time without being five to eight deep behind the retaining walls of the race track. Because of Fire Department restrictions and insurability, no bleachers can be provided for the general public to see the event. So they have to stand behind the three walls. This year, for the first time, Race Director Lou Peralta was able to provide two sets of bleachers for "Racers ONLY". This was certainly a wel-

comed gesture by all participants since, for the first time, they didn't have to fight with the mass of spectators to get to see the races. The bleachers were completely segregated from the general public and so most of the racers on hand were able to get a front row seat to watch all the exciting racing.

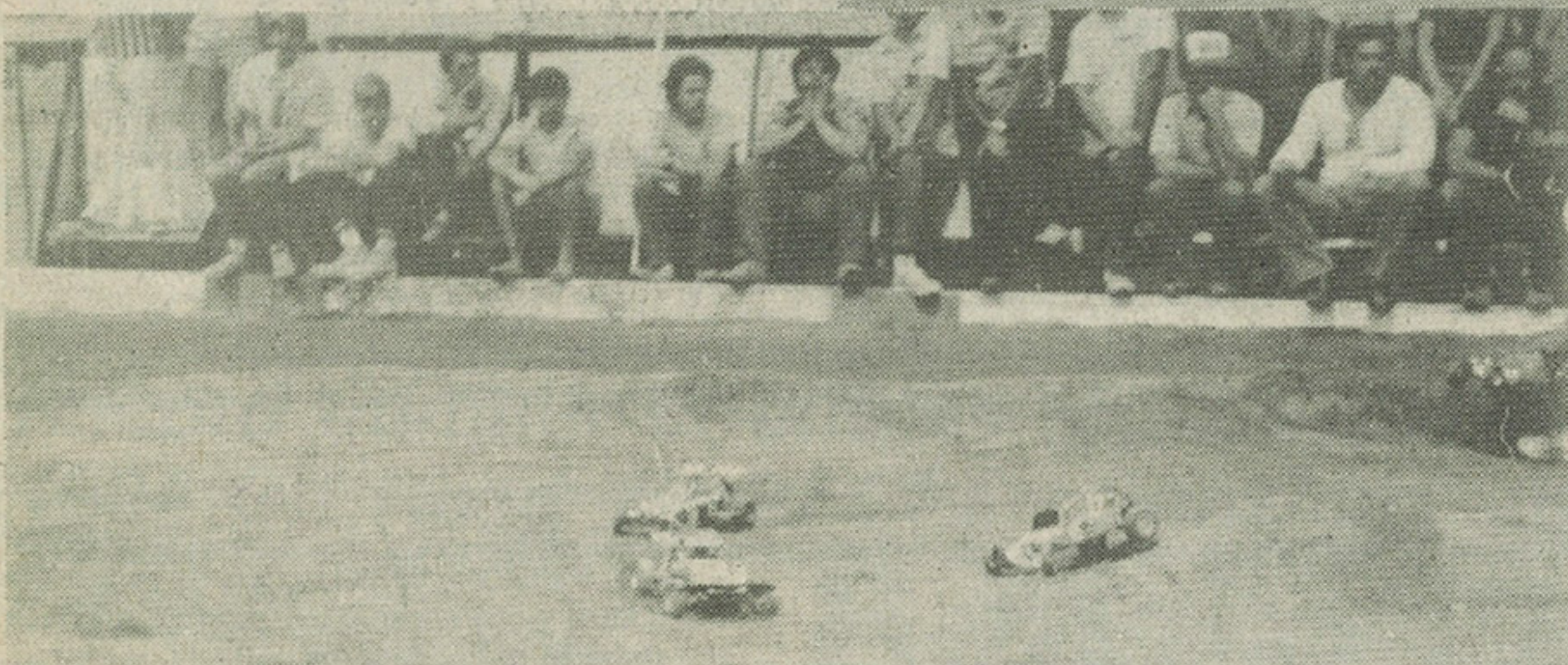
Pitting was another story. There was just not enough space to accommodate all entries. Even in the Stock class, which had the least amount of entries, the pit area was congested. By Saturday, when the massive group of Modified racers made their way into the hall, their first duel or fight was to get a pitting space to lay down all their equipment. I must say, everyone was reasonable enough and although some had to park their equipment and pits in the aisles, there were no fights or bad feelings about getting pit space. There just has to be more space provided for the number of people that usually attend this event. We had heard that the SCORE SHOW was "sold out" as far as booth space and that even the pit area that was provided for the R/C'ers had been cut down once and was threatened to be cut down one more time. For next year something has to be done about this because although no one had anything stolen or lost from their pits, it could have certainly happened as spectators were able to walk through racers' pits - a dangerous situation!

Fortunately this year, all main events on the



The new Open Class World Champion Evind Pettersen being congratulated by fellow racers and by Jim Greenemeyer, who was the motor "tech" man. Evind returned to Oslo, Norway until next year. Photo Elkin

schedule were run. (Remember last year, some of the Open mains had to be cancelled because of the lack of time on Sunday?) The reason for this was that the very tight time-table on the schedule was efficiently kept. Using the REVTECH computer and scoring system kept the time between heats and mains at a minimum and the results were quickly posted. Keeping things humming were both Neal McCurdy, who manned the computer most of the time, and Larry Stancliff, who handled the majority of the announcing and was able to



Open class duel between eventual World Champion, Evind Pettersen (foreground), and Jay Halsey and Steve Dunn.

keep up the momentum of the event.

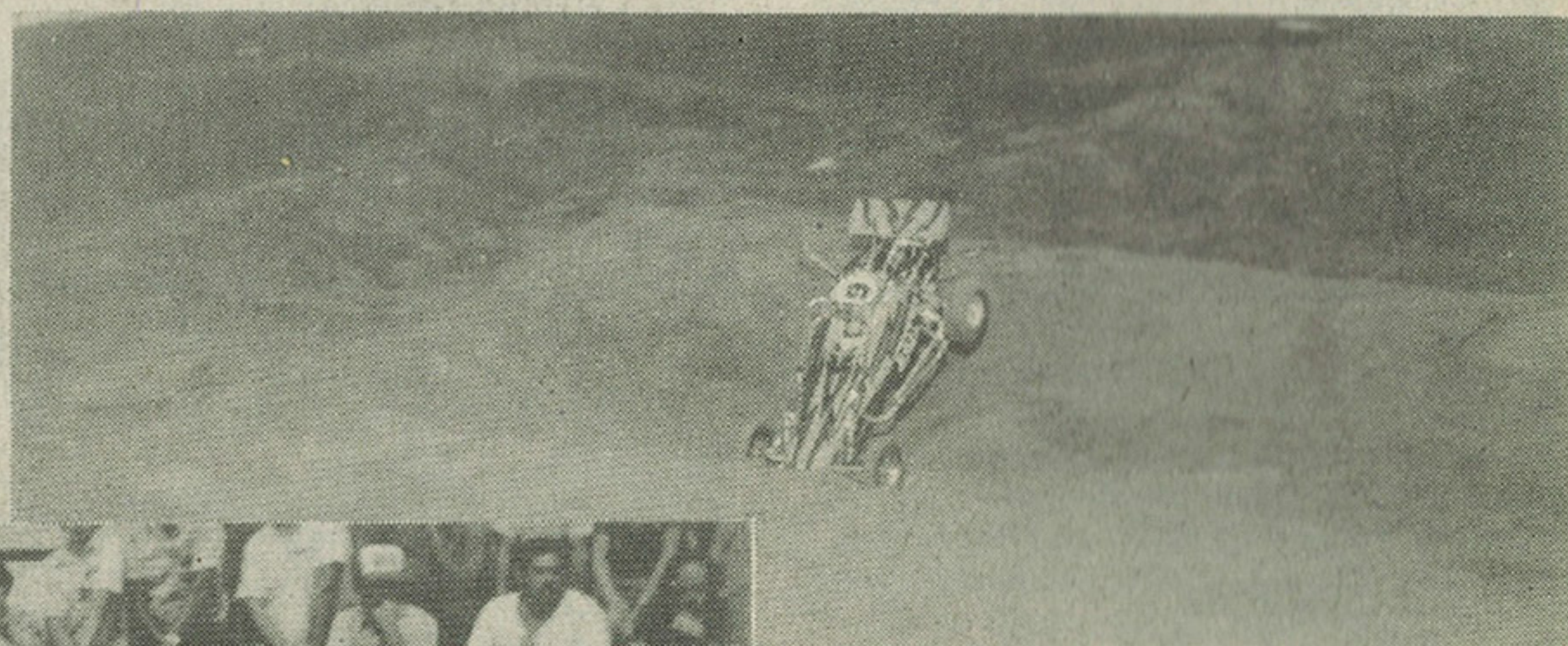
I think something needs to be said about the scoring and lap counting. An adding machine-type of scoring key was used which made the physical act of keying in car numbers very efficient. Still, they needed to have a spotter or a person who would call the number of the car(s) to the scorer as they went by. Because of human error or poor visibility of the car numbers, especially when they tangled with each other at the start/finish line, or even when some of the cars cut portions of the course at the start/finish line, the system proved to have certain flaws in time/lap counting. Fortunately, because the system records each and every lap for each car with its appropriate elapsed time, most of those errors were immediately caught and adjusted on the final print outs. That there may have been a few that were not caught or that there were a few that got away with more laps than they should have is probably true. The percentage, I'm sure, is minimal but it happened and nothing can be done until a fully automated system is used to

record laps and times - the time is almost here and perhaps by the next World Championship, this will be available. In the meantime, there isn't one system or one group of people who can score all cars at a 100% rate. McCurdy and his group of people did an extremely excellent job making sure the margin of error was kept to a minimum.

THE RACING

STOCK - Friday, was Stock Class day and the World Championship would be decided by evening's end. Earlier during the day (between 10 a.m. & 4 p.m.) the track was used for "open practice" for all classes. By 4 p.m. the track was closed, groomed and then re-opened for Stock only practice (one round) and then three rounds of qualifying leading up to mains from E to A.

The "Top Qualifier" in this class was a young man who was not even in the program, one hour before it began. John Villarreal was a stand-by and did not know whether he would

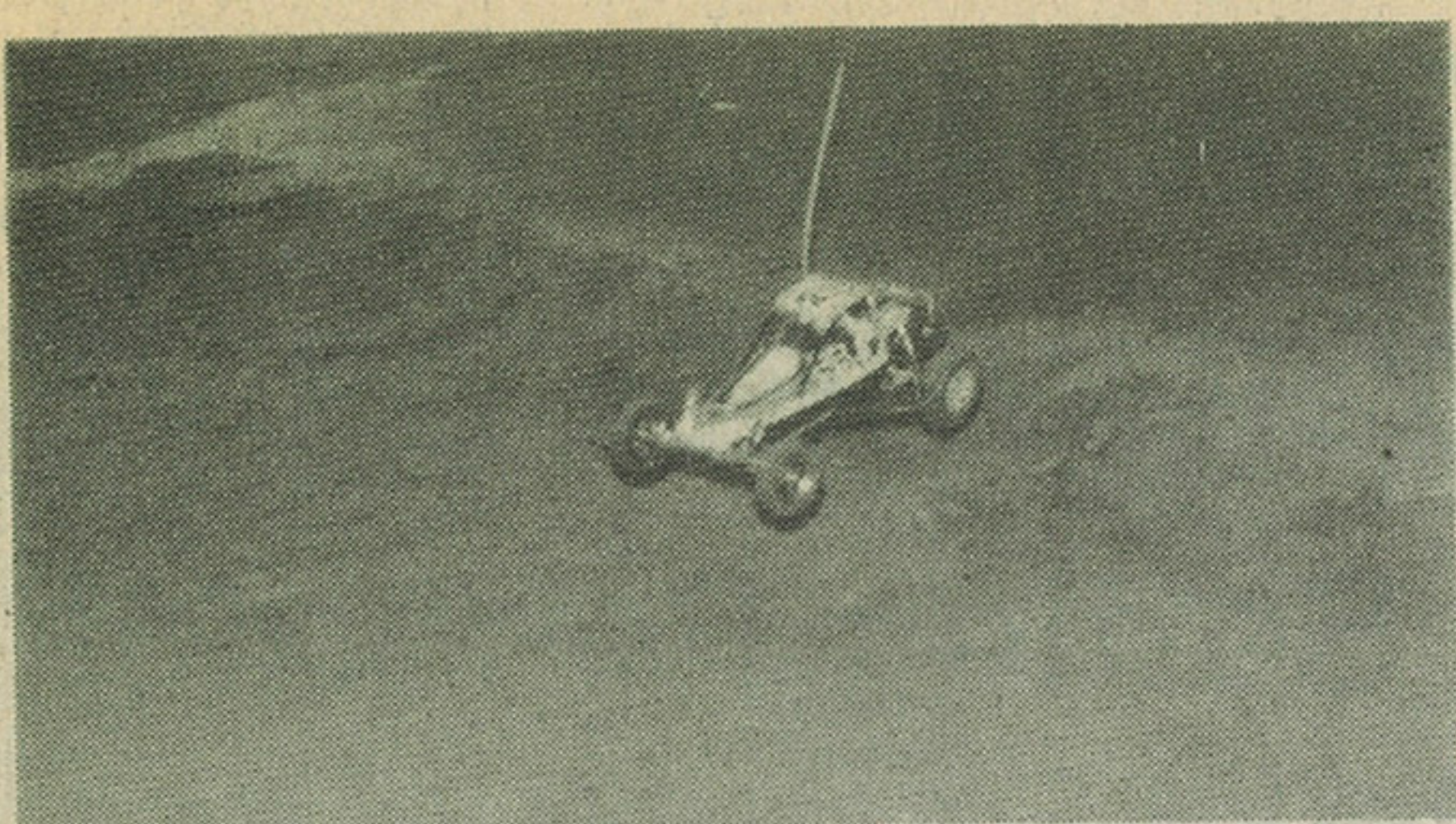


Although the track was much smoother this year, there were still enough bumps to make things interesting. Photo Naylor

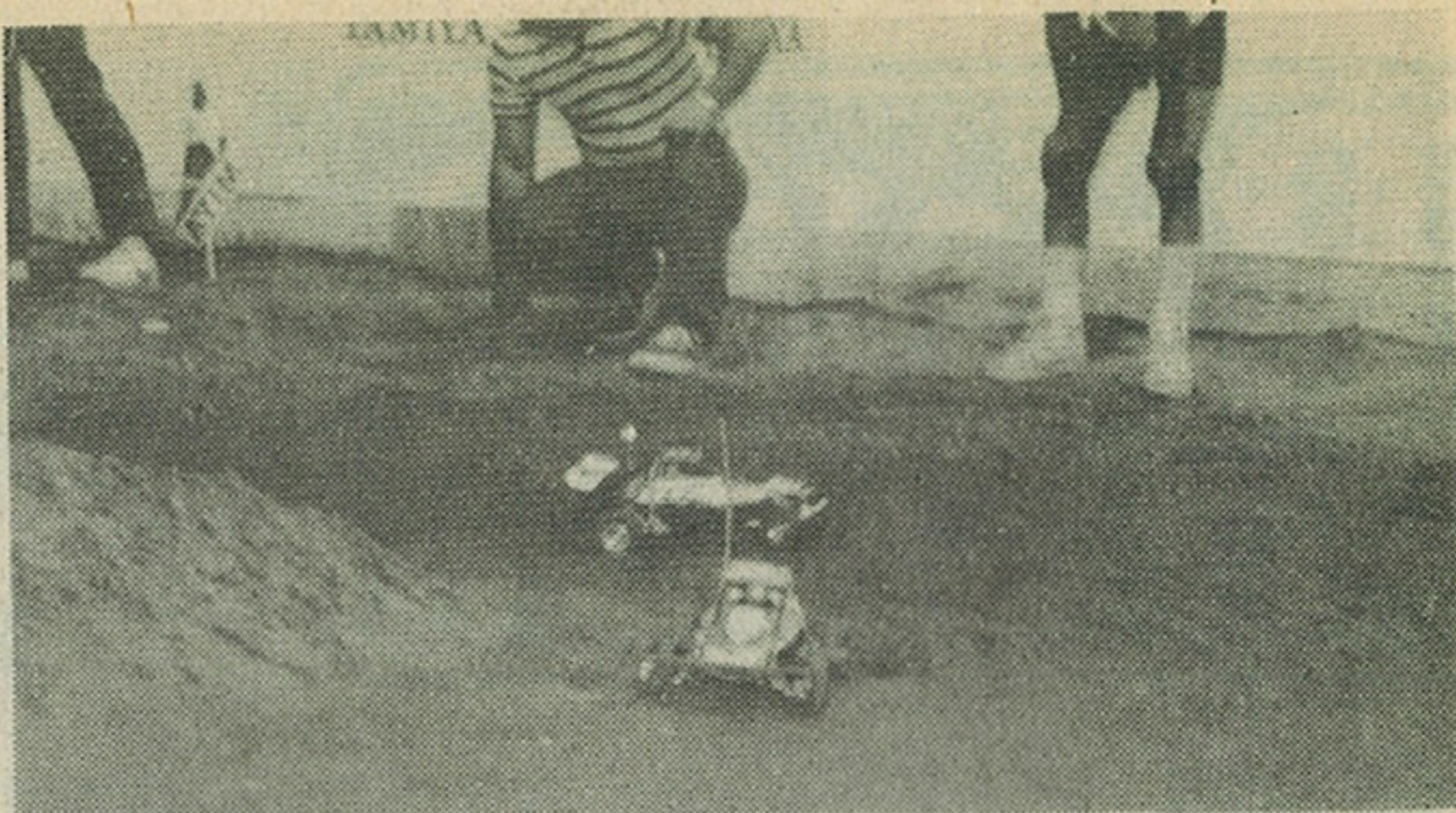
be included in the Stock program almost until the event was ready to start. Because one racer cancelled at the last moment, John was able to get a "late entry" and make the program. As a result, John was able to post a very fast 19 laps in 5:22.4 in his first qualifying run (he must have been all pumped up) to emerge as TQ in Stock and take the pole position in the A Main. Second fastest was Louie Caudillo with 18/5:00.3. Interestingly, in winning the A Main, Louie was able to find better lines, hone his driving and perhaps get more traction



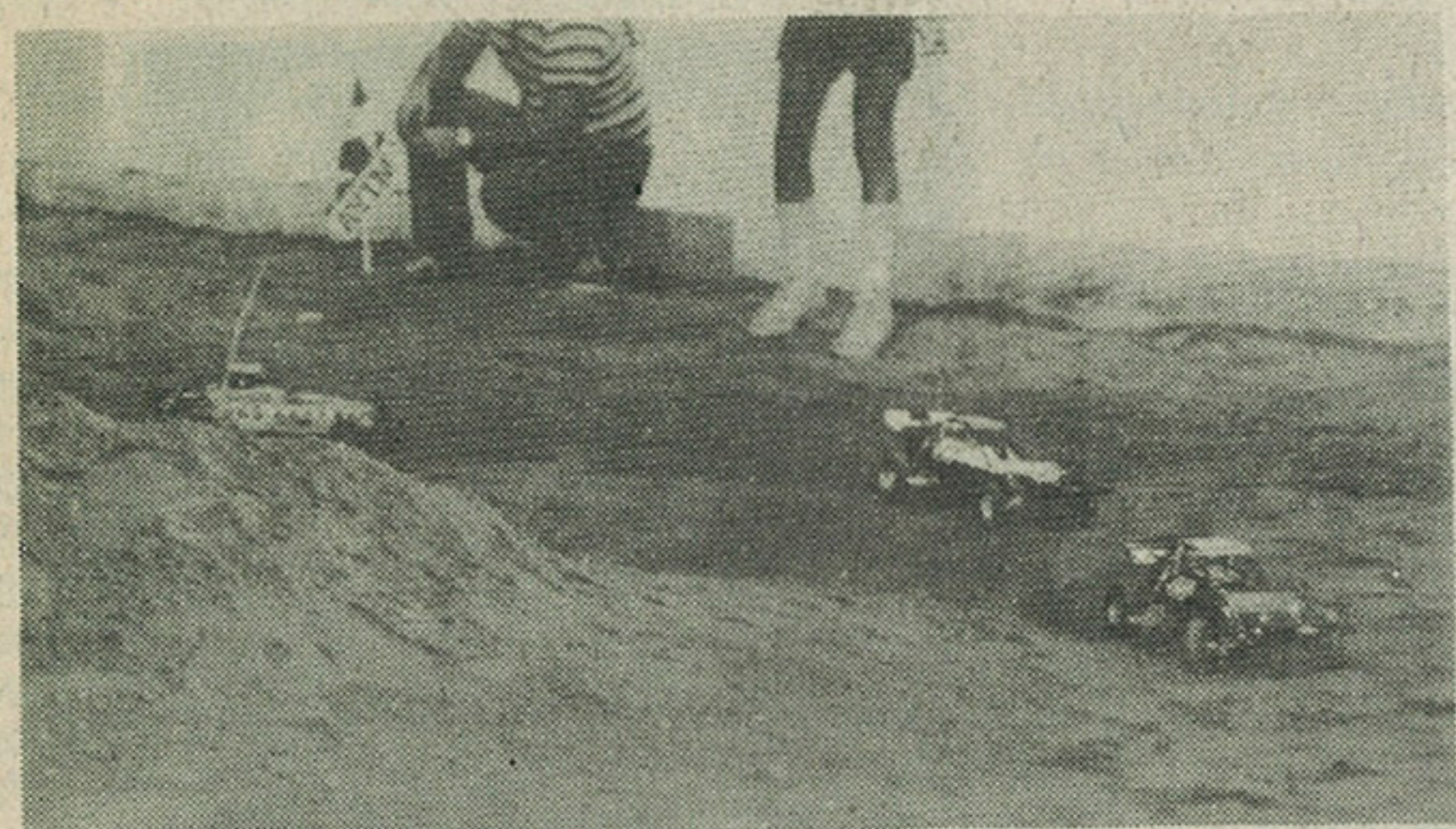
"Best Engineered" Open Class award was presented to Carl Thompson by sponsor of the award, Eustace Moore of M.I.P.



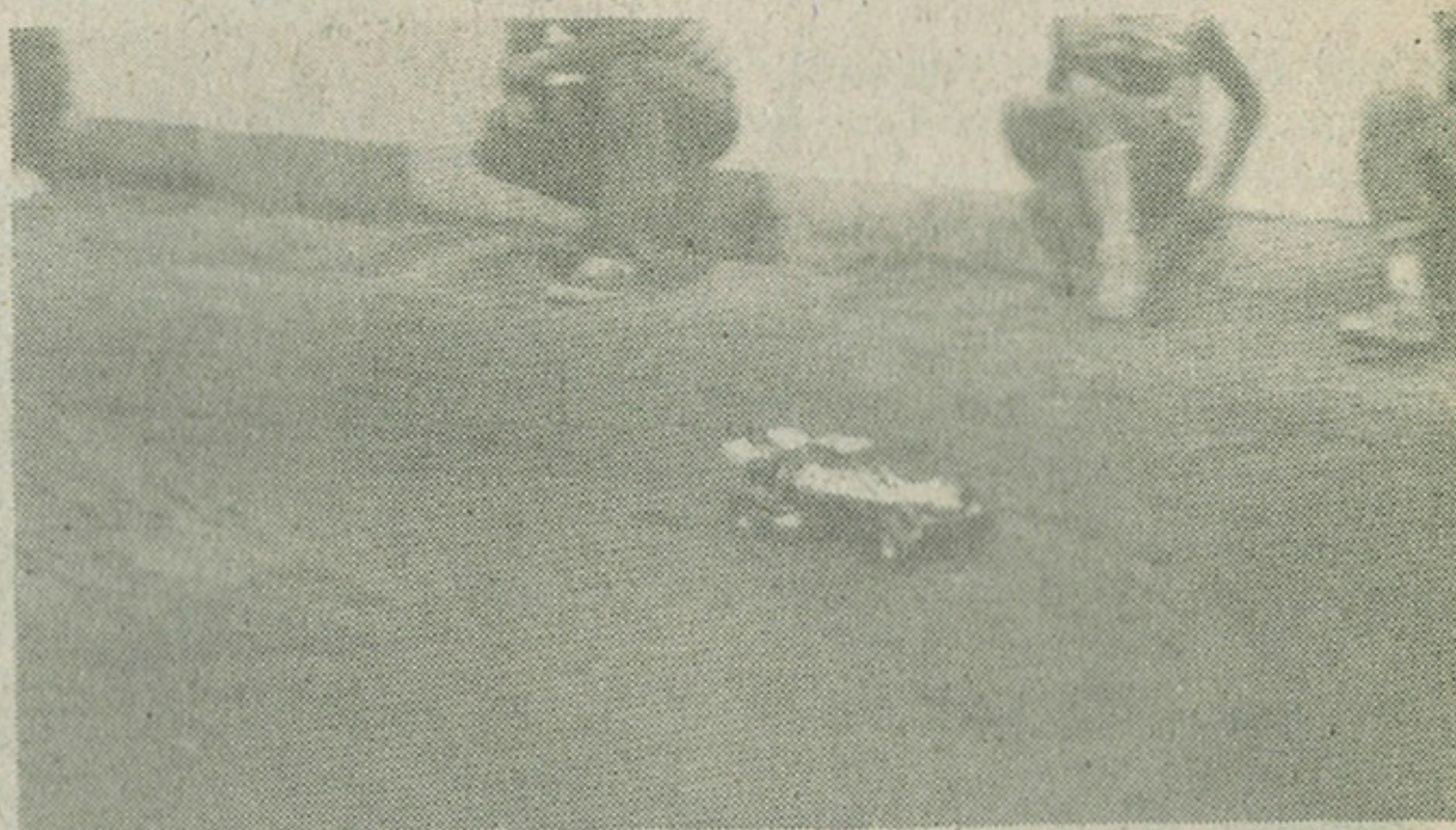
Off Road action at the World Championships



Overflow crowds lodged themselves around the track to watch the action.



The track surface was void of any rocks, but was stil very bumpy.



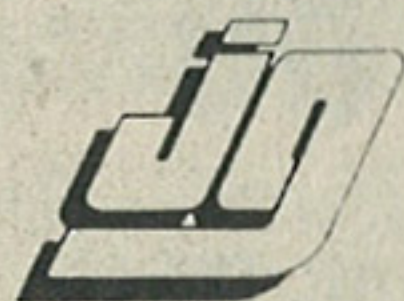
By Sunday, the Open class racers had to cope with plenty of whoops and bumps.

because he posted a 20/5:18.4 to out-distance 2nd place finisher, Randy Lutz (19/5:09.1) by one lap. Good indication that when the chips are on the line, the better drivers always seem to find that extra something to get the winning edge. In Caudillo's case, he was able to get two extra laps from his best qualifying time to win the Stock Class World Championship. Second place went to Randy Lutz, who fought tooth and nail with Caudillo for the top spot for most of the race. Randy has emerged as one of the most consistant Stock Class racers and in recent months has figured in almost all A Mains in whatever Stock events he's entered. Third place went to Herb Hanss, another veteran of many Stock Class wars for the past couple of years. Herb too was in contention for the 1st place spot and during the five minute main had led for several laps. He too was able to better his best qualifying lap/times by one lap in the A main. Fourth through tenth in the A Main were: Ron Rosetti, Jerry Sanders, Jr., Sonny Brewster, John Villarreal (TQ), David Pisarski, Guy Miller, and Sandro Taburri, respectively.

CONCOURS winner in this class was Scott Sherburn, with a masterfully detailed Cox Stock car. Second went to Vince Carbino and third went to Don Denny, a perennial top three finisher in this event.

Other Stock main winners were: Herb Hanss, B Main; Jack Gratan, C Main; Danny Fonteyn, D Main; and Mike Cargill, E Main. (See results for final standings.)

MODIFIED - Saturday was the biggest day - entry wise - and when the Modified World Championship would be decided. Little did people know that they were in store for some of the greatest racing and individual performances ever seen in the short history of R/C



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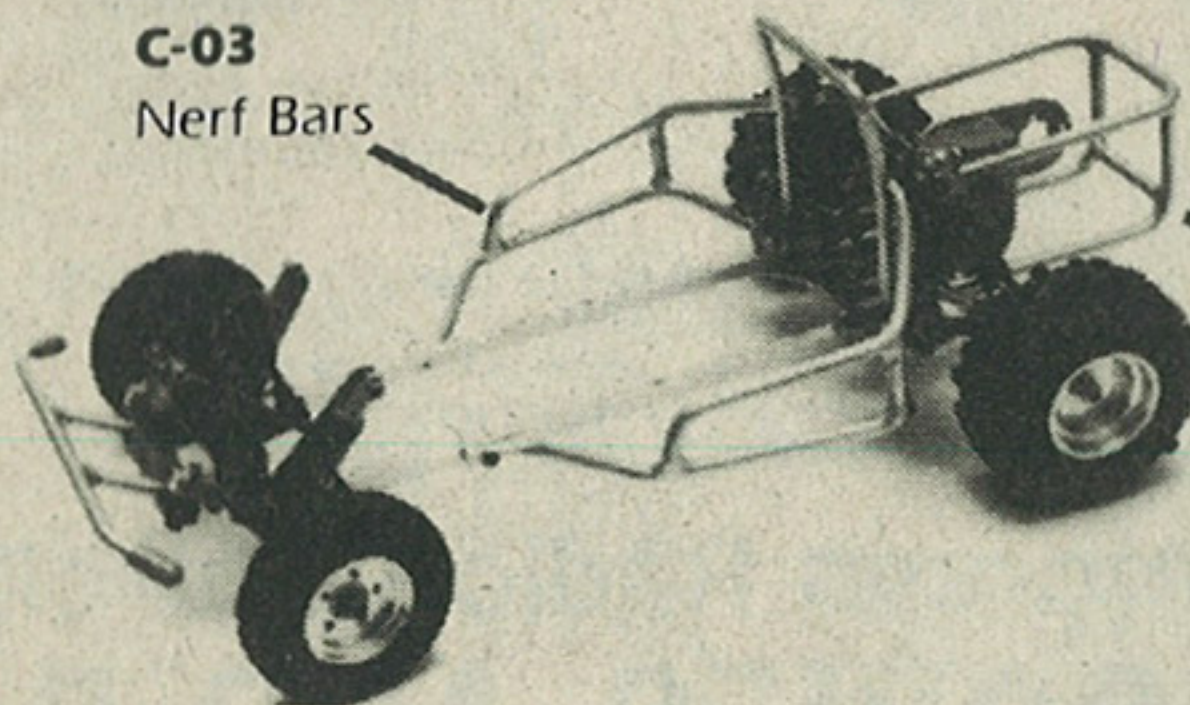
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Randy Lutz led things off for the eventual R/C Race Prep "Team Championship" by posting a runner-up spot in the Stock A Main. Photo. Elkin

Off Road racing. There were three great feats that beg to be mentioned again. First, of course, was the winning of the title by Mike Dunn who, in the past 12 months, has emerged as the "force" in the sport. He's won just about every major event since last year in ORRCA and other events. He was certainly considered one of the favorites. The other great feat was that of Mike Giem, also a known quality in the sport and winner of many top events. Mike was the Top Qualifier (he would later go on to also TQ the Open Class) in this, the largest class of the weekend. A total of 117 racers were going for the top 9 spots in the A Main. The pressure was tremendous just to make the cut, but to take the TQ spot was even more so. Giem did just that by posting 22 laps in 5:10.4 in his last qualifying run. This threw away the theory that the fastly-decaying track would see the best times during the first rounds of qualifying. Gil Losi, Jr., had held the TQ spot going into the third qualifying round with a 21/5:16.2 which he accomplished in his first turn. That time held up for second best qualifier.

Another incredible feat in this class was the effort by Ron Dyer, who after having qualified with a 20/5:09.4 - good for the D Main, was able to "bump" his way up past D, C, and B, mains and into the third spot in the A Main. This meant that Ron had to jump off the driver's stand, go to his pits, put a fresh battery, and get back on the track before the 2 minute time and race, and win three of the four mains he was able to "bump up" into. Of course his friends and pit crew really helped out as well. It's interesting to note that Ron's 20/5:09.4 and Mike Giem's 22/5:10.4 were only 2 laps in difference but four mains apart! Now that's tight competition.

Mike Dunn won the A Main and the World Championship title with a record 23/5:13.9 lap/time in Modified - the fastest time posted in Modified. Mike Giem chased him for most of the race but Dunn drove a flawless race to capture his first world championship title and send the whole R/C Race Prep Team in mass hysteria. It was a win that was well deserved

and certainly due. Giem also had to be well satisfied with his performance and although he missed the championship title by one lap, there's no question that he proved to be the most consistent overall driver. Third went to the incredible Ron Dyer, a three-main winner to move into the A Main. He had the crowd going crazy. "Could he win the A Main?" I've never seen so many people pulling for one racer. Fourth through 10th went to Willie Melancon, Chris Allec, Curtis Husting, Nelson Kracke, Bruce Calomiris, Jiggs Garcia and former world champion Gil Losi, Jr., in that order. Side-note: Gil had the misfortune to develop radio problems as he was ready to start the A Main. Because of the importance

of this event and because he was the defending World Champion, there was time given to him to change his radio system in the car and transmitter. He then pulled into the starting grid again where his car was to sit on the second spot, but once again radio glitches plagued him. With no time left to hold the A Main from happening, the field was waved and Gil Losi, Jr., remained with a DNS to give up his Modified title.

CONCOURS - Top honors in Modified Concours went to Andy Jacobsen, who has been one of the best in this event for years. His excellent painting detail and meticulous eye for what makes a car a Concours winner, once again got him the top prize. Second went to Greg Andersen and third went to Mike Styles.

Other Main winners were: Ron Dyer, B, C, & D; Elvind Pettersen, E Main; Jerry Case, F Main; Chad Cummings, G Main; Mike Larson, H Main; Gary Peterson, I Main; and Chuck Connolly, J Main.

OPEN - Sunday, the final day of the World Championships, is usually the toughest day for the racers. Many of them have competed in the Modified class on Saturday, and all but one is usually disappointed that he or she did not do better. This is the day to "go for it" all out racing - the Open Class. Tempers also have a tendency to run a bit short. Fortunately, everyone held their own and there were no incidents during the day. But where tempers were kept at an even keel off the track, on the race track, it was another story. The soft dirt was becoming harder to keep groomed and keep managed. Holes and bumps were deeper and tougher to go over. The lines from the previous day were all gone and new lines around the track had to be found. The intensity was certainly there and because of the shortness of available time to run the Open class events, there were no practice rounds before the start of the qualifying rounds. A short session of "open practice" was squeezed before qualifying actually started but not all drivers were able to take advantage. Qualifying started at 10 a.m. - the show would close at exactly 6 p.m., so there would be only 8



John Villarreal was not in the race program until the last minute when a "no-show" opened up a spot for him. He got in and quickly posted the "Top Qualifying" run in Stock Class. Photo Naylor

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SANYO BATTERIES once again sponsored all of the Off Road World Championship trophies, which this year were the largest ever, with 5 foot-plus trophies going to the World Champions.

hours to run three qualifiers and eight mains and a total of 98 racers. Everything had to work perfectly and it did. The final main, the A Main, was concluded by 5:15, with 45 minutes to spare to award trophies.

Once again the Top Qualifier was Mike Giem. This time Mike posted the fastest qualifying time on his last round, again dispelling the thought that if you didn't get your best run in on the first round, you would not get it later on. Mike's 23/5:04.4 narrowly edged out Mike Dunn's 23/5:04.5 and Jay Halsey's 23/5:05.0. It was that close for the top spot! Defending Open World Champion, Gil Losi, Jr., just made the last transfer spot into the A Main with a 23/5:14.7. While qualifying last in the A Main, Gil was still considered the odds-on-favorite to repeat his win of last year. He's probably one of the best pressure drivers around. But one could not forget Mike Dunn, who already had won the Modified World title and of course Mike Giem, who for the second day in a row, bested all drivers in Modified and now Open class and quod the best and fastest laps/times. In this field was also a name not well known for being among the elite in the A Mains. Bruce Calomiris had made the Modified A Main the previous day and once again had qualified into the A in the Open class by having won the B Main and then "bumped up". Others in this main were Jay Halsey, ORRCA National Champion; Steve Dunn, brother of Mike; Nelson Kracke; Jason Garcia; Elvind Pettersen and Roger Wagner.

The A Main was perhaps the best and most exciting race we've ever seen. There was a four way battle for the lead for most of the five minutes of the race. When the checkered flag finally dropped, only 1 second separated the winner and World Champion, Elvind Pettersen, and 4th place Steve Dunn - all with the same number of laps - 24. But the race was even closer than that. In fact, Jay Halsey and Mike Giem had been side by side for most of the race with Pettersen lurking just a few car lengths away. Giem passed Halsey but then Halsey got it back. Giem made a mistake and Pettersen got by him. Now there were three cars vying for the top spot. Halsey and Pettersen pulled away just a bit from Giem and Steve Dunn, who had worked his way past the crowd and was but a couple of car lengths

away. Mike Dunn had a poor start and several crashes that kept him in the back and finally had to pull out with only 10 laps. Gil Losi, Jr., never got untracked and he too had to pull in after only 13 laps. During the final moments of the race and going into the last lap, Halsey had a half a car length lead over Elvind Pettersen. Jay bobbled and left the door open for Elvind who just got by to capture the world title by less than 2 seconds! The full house (spectators and racers) around the track went wild with excitement and rushed to the stand

to congratulate all the drivers for the excellent show they provided. It was truly a memorable climax to a great weekend of R/C Off Road racing. And the Open Class World Champion, Elvind Pettersen, had achieved what few thought could happen - take the Open Class world title away from the Americans and take it back to his home in Oslo, Norway. Halsey wound up in second with Mike Giem capturing the 3rd spot, again among the top three. Fourth through 10th were Steve Dunn, Nelson Kracke, Bruce Calomiris, Roger Wagner, Gil Losi, Jr., Jason Garcia, and Mike Dunn.

Other main winners were: Bruce Calomiris, B Main; Louie Caudillo, C Main; Scott Sherburn, D Main; Bob Novak, E Main; Jerry Case, F Main; and Glenn Gordon, G Main.

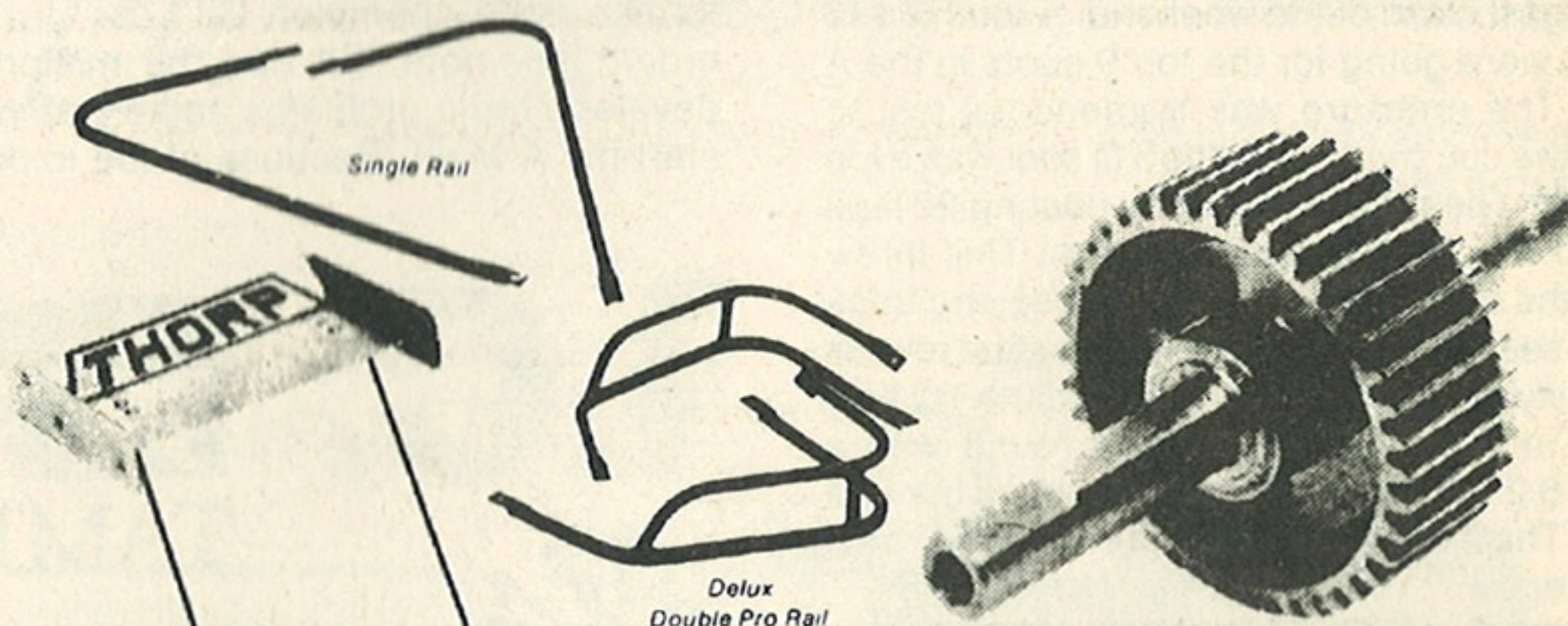
CONCOURS winners were Phil Emery, with Scott Brown, second and Chuck Davis, third.

The Team Championship went to R/C Race Prep Team, whose six racers (2 in each class) accumulated 535 points during the three days and narrowly edged out the Revtech Team (533) by 2 points! The winning R/C Race Prep Team consisted of Randy Lutz and Jerry Sanders, Jr., in Stock; Steve Dunn and Jason Garcia, in Modified; and Mike Dunn and Ron Anthony, in Open. The Revtech Team was made up of Spencer Bond, Guy Miller, Ron Dyer, Roger Wagner, Mike Giem and Nelson Kracke. Third place Team went to the Custom Racing Products team consisting of Herb Hanss, Pete Caudillo, Andy Jacobsen, Michael Pherson, Chris Allec, and Elvind Pettersen.

After the main event on Sunday, the M.I.P. "Best Engineered Open Car" award was presented to Carl Thompson by sponsor Eustace Moore.

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Open Class top three finishers: (l-r) Mike Glem (TQ) and 3rd place, World Champion Evind Petterson from Oslo, Norway, and Jay

Halsey (2nd) who narrowly missed the top spot on the last lap. heats and mains never created a real problem. True, some cars did not make it for the full 5 minutes, but most likely these are the same guys who can't make 3 minutes. It became a matter of choosing the right motor and gear combination, topping off the battery properly and driving with some kind of sanity to preserve battery life. Five minute heats/mains did one thing that was the primary reason to have it in the first place. It allowed for some fine racing and those who had problems in the first few laps had plenty of time to make up the distance and go after the win. There were several mains where this was most evident. Racers had a chance to outdrive others and work their way back up to the top of the field and ultimately win. Is 6 minutes far off? Who knows, but one thing is for sure, five-minute racing brought out a lot of good racing and excellent strategy - an excellent R/C racing show.

This type of event doesn't happen by the work of just one person. Although for the third year Lou Peralta has been the force who brings this major event off, the help of his family which includes wife Lois, daughters Lori and Leslie, son Lonnie and nephews Kirk and Chris has been invaluable. Add to these people the excellent work done by Neal McCurdy and his REVTECH scoring system, with help from Steve and Bev Pritchett, Larry Stancliff and Frank Killam who did a marvelous job of announcing, with added help from Vince Ito, Bob Stancliff who was the Referee, and Jeff White and Rick Stifle who helped with the lap counting and scoring chores, and you've got the reasons for its success.

We've already mentioned Eric Grisham who built an excellent track with the help of people such as Kim Rethwish, Craig Johannes, Larry Grant and others, and of course all the racers who participated and made this event the success that it was. When a show has over 45,000 people go through its doors most of which saw part of the R/C World Championships and walked away with the feeling that it's not only an excellent sport but it's got real nice people in it, then something was done right and the MRC/TAMIYA 1984 R/C Off Road World Championships can be considered truly a success.

Will there be another World Championship next year (1985)? Rumors were floating around

Halsey (2nd) who narrowly missed the top spot on the last lap.

that there wouldn't be. That's not true, Lou Peralta has the option to do at least another one and will most likely do so. There is a possibility that a much bigger event may be in the works and perhaps it will include all types of R/C cars - like a "Speed Week of R/C". But that's still in the works and I'm sure Mr. Peralta will give us all plenty of time to get ready for it. All we can say is keep your dates open for next year around April, for the fourth R/C Off Road World Championships.

RESULTS

WORLD CHAMPIONSHIPS STANDINGS

OPEN A MAIN:

1. Elvind Petersen - "World Champion" - 24/5:03.4 Tamiya/Sping/Sanyo/KO
2. Jay Halsey...24/5:05.7 - Associated/Reedy/Sanyo/Futaba/ - Student - Sponsored by Assoc. Reedy/J.G.Mfg.
3. Mike Glem...24/5:07.6 - "Top Qualifier" - Cox-Hirobo/Revtech/Sanyo/Kraft - Student - Sponsored by Revtech/CRP/JG Mfg
4. Steve Dunn...24/5:08.7 - Kyosho-Cox/Revtech/Rev-Rev - Student - Sponsored by Race Prep/Revtech/Hobby Tech

5. Nelson Kracke...23/5:10.2 - Tamiya/Check Point/Sanyo/Kraft - Carpenter - Sponsored by RCH
6. Bruce Calomiris (bump)...21/5:04.1 - Kyosho/RacePrep/Sanyo/KO - Pinstriper - Spon. by Cycle Art/Race Prep
7. Roger Wagner...18/4:13.6 - Reflex/Revtech/Sanyo/KO - Machinist - Spon. by Revtech/McAllister Racing
8. Gil Losi, Jr....13/3:70.0 - Cox-Hirobo/Check Point/Sanyo/Kraft - R/C retailer - Spon. by Ranch Pit Shop
9. Jason Garcia...11/4:53 - Kyosho/Revtech/Sanyo/Kraft - Student - Race Prep/Revtech
10. Mike Dunn...10/1:03 - Kyosho-Cox/Revtech/Revtech/Revtech - Student - Spon. by Race Prep/Revtech/Hobby Tech

OPEN B MAIN:

1. Bruce Calomiris
2. Chris Allec
3. David Densmore
4. Jeff Maurer
5. Louie Caudillo (bump)
6. Barry Hedrick
7. Gil Losi, Sr.
8. Willie Melancon
9. Gary Demory
10. Eustace Moore

OPEN E MAIN:

1. Bob Novak
2. Carl Thompson
3. Sandro Taburri
4. Jerry Case (bump)
5. Les Ammann
6. Glenn Glass
7. Steffen Thompson
8. Robert Cavazos
9. Rick Walton
10. Richard DeBenedictis

OPEN C MAIN:

1. Louie Caudillo
2. Jiggs Garcia
3. Louis Fernandez
4. Kim Rethwish
5. Ron Dyer
6. Rick Churchill
7. Scott Sherburn (bump)
8. Jim Shauer
9. Don Arndt
10. Scott Brown

OPEN F MAIN:

1. Jerry Case
2. Larry Joe
3. Bill Steele
4. Charles Keehne
5. Tony Neisinger
6. Curtis Histing
7. Chad Cummings
8. Joseph Joe
9. Dennis Neff

OPEN D MAIN:

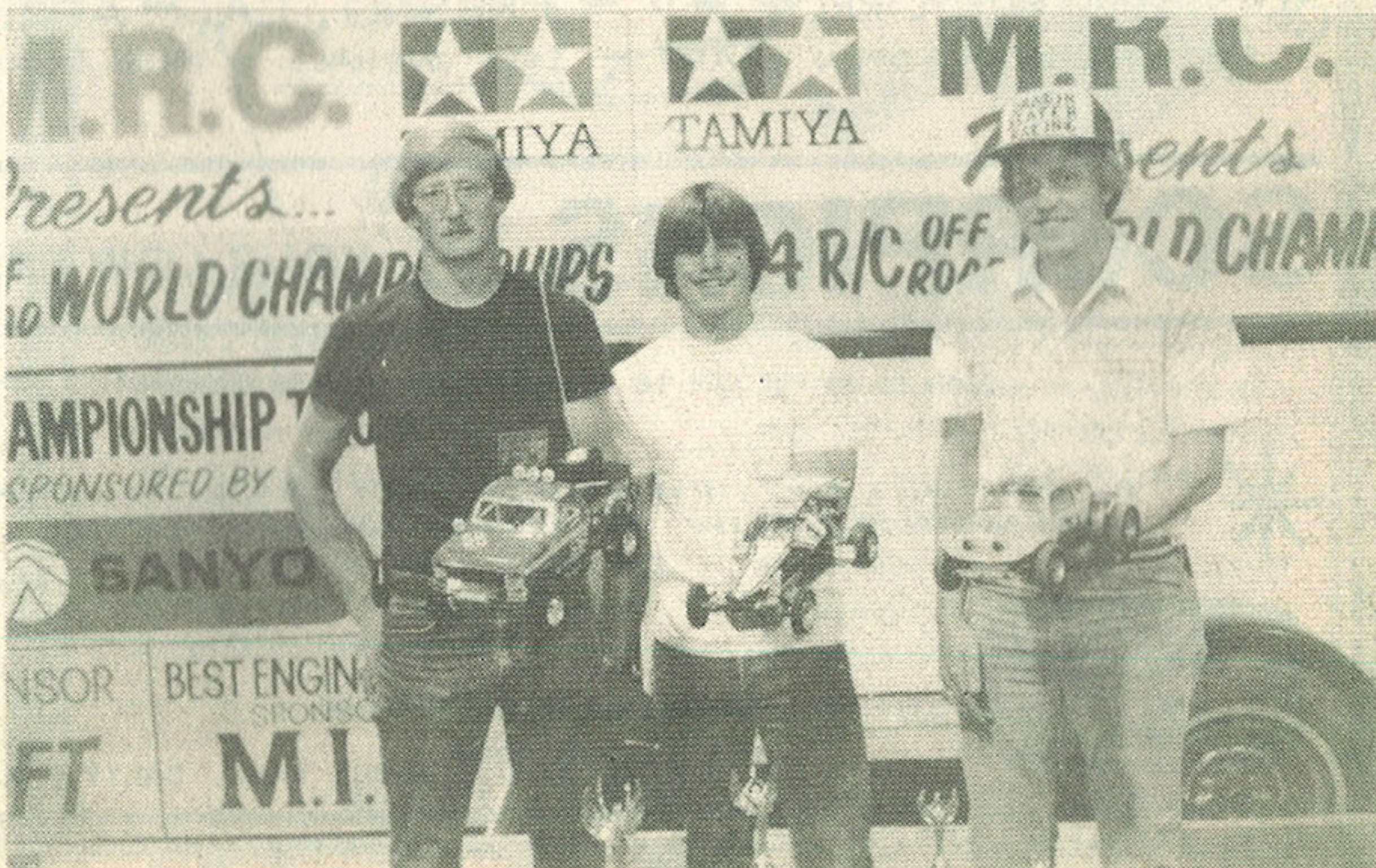
1. Scott Sherburn
2. Bob Etherton
3. Pepe Rosenfeld
4. Ron Anthony
5. Ron Bouchard
6. John Rathjen
7. Bob Novak (bump)
8. Derek McDonald
9. Bud Fish
10. Brandon Peterson

OPEN G MAIN:

1. Glenn Gordon
2. Bill Whitley
3. Edwin Ricks
4. John Gudvangen, Jr.
5. Steve Douglas
6. Al Hess
7. Neal McCurdy
8. Ken Ostling
9. Randy Premus
10. Ted Graf

STOCK A MAIN:

1. Louie Caudillo * World Champion * 20/5:18.4 - Cox/Leisure/Sanyo/Kraft - Gas Co - Ranch Pit Shop
2. Randy Lutz...19/5:09.1 - Cox/Revtech/Sanyo/Kraft - Student - Race Prep
3. Herb Hanss...19/5:12.7 (bump) - Cox/Associated/Sanyo/Futaba - Postal Clerk - Team CRP
4. Ron Rosetti...17/5:08.0 - Cox/Associated/Sanyo/Kraft - Construction - Wahoo Race Team
5. Jerry Sanders, Jr....16 DNF - Cox/Yokomo/Sanyo/Kraft - Student - Race Prep/Revtech
6. Sonny Brewster...15/5:00.1 - Cox/Associated/GE/Kraft - Mill Foreman
7. John Villarreal...14/DNF



The Modified Concours had Phil Emery taking 1st, Scott Brown in 2nd and Chuck Davis 3rd. Interestingly all three styles of

bodies were represented; a Truck, Single Seater and Baja Bug.



8. David Pisarski...12/DNF - Cox/Cox/Sanyo/Kraft - Construction
9. Guy Miller...2/DNF - Cox/Yokomo/Sanyo/Futaba
10 Sandro Tamburri...1/DNF - Scorpion/Trinity/Sanyo/Kraft - Dental Technician

STOCK B MAIN:
1. Herb Hanss
2. Jack Gratan (bump)
3. Kevin Neff
4. Patrick Cirelli
5. Gerald Sanders
6. Danny McMichen
7. Don Denny
8. Keith Williamson
9. Scott Sherburn
10 Jimmy Antonucci

STOCK C MAIN:
1. Jack Gratan
2. Ted Fent
3. Bruce Flowers
4. Kevin Rose
5. Greg Peterson

6. Darren Whaley
7. Larry Grant
8. Bruce Reynold
9. Gary Haskill
10 Danny Fonteyn (bump)

STOCK D MAIN:
1. Danny Fonteyn
2. Pete Caudillo
3. Tony Rossetti
4. Marilyn Larson
5. Hobie Kaptan
6. Mike Boemker
7. Mike Cargill (bump)
8. Vincent Carbino
9. David Warner
10 Spencer Wize

STOCK E MAIN:

1. Mike Cargill
2. Spencer Bond
3. Jason Novak
4. Van Janway
5. Anna Stage

MODIFIED A MAIN:

1. Mike Dunn * World Champion * 23/5:13.9 - Kyosho-Cox/Revtech/Revtech/Revtech - Student - Spon. by Race Prep/Revtech/Hobby Tech
2. Mike Glem...22/5:02.8 * Top Qualifier - Cox/Revtech/Sanyo/Kraft - Student - Spon. by CRP/Revtech/JG Mfg
3. Ron Dyer...22/5:05.8 (bump) - RCH-MIP/Revtech/Sanyo/Kraft - Heavy Equip Operator - Spon. by RCH/Revtech
4. Willie Melancon 22/5:09.9 - RCH-Tamiya/Revtech/Sanyo/Kraft - Petroleum Transfer Engineer - Spon. by RCH/Revtech
5. Chris Allec...21/5:01.3 - Trinity - Yamaha Sales - Spon by CRP/Trinity
6. Curtis Husting...21/5:04.7 - Associated/Reedy/Sanyo/Futaba - Machinist - Spon by Associated Elec.
7. Nelson Kracke...21/5:06.4 - Tamiya/Check Point/Sanyo/Kraft - Carpenter - Spon by RCH
8. Bruce Calomiris...20/5:00.2 - Kyosho/RacePrep/Sanyo/Kraft - Pinstriper - Spon by Cycle Art/Race Prep
9. Jiggs Garcia...20/5:08.0 - Kyosho/Revtech/Sanyo/Kraft - Cameraman - Spon by Race Prep/Revtech
10 Gil Losi, Jr....DNS - Cox-Hirobo/Check Point/Sanyo/Kraft - R/C retailer - Spon by Ranch Pit Shop

MODIFIED B MAIN:

1. Ron Dyer (bump)
2. Jason Garcia
3. Steve Dunn
4. Jeff Maurer
5. Gil Losi, Sr.
6. Roger Wagner
7. Derek Schmitz
8. Lou Peralta
9. David Densmore
10 Carl Thompson

MODIFIED C MAIN:

1. Ron Dyer (bump)
2. Scott Brown
3. Jim Shauer
4. Barry Hedrick

6. Mori
7. Morris Zemlicka (bump)
8. Alan Roby
9. Tim Fonteyn
10 Tom Siembieda

5. Derek McDonald
6. Ron Anthony
7. Kim Rethwish
8. Mike Eklor
9. Eustace Moore
10 Gary Demory

MODIFIED D MAIN:

1. Ron Dyer
2. Elvind Pettersen (bump)
3. Louie Caudillo
4. Jimmy Bryan
5. Mark Mustard
6. Bud Fish
7. Ray Baehr
8. John Zindler
9. Michael Pehrsson

10 Jeff Phillips

MODIFIED E MAIN:

1. Elvind Pettersen
2. Vince Ito
3. Scott Sherburn
4. Don Arndt
5. Jay Halsey
6. Charles Keehne
7. Richard DeBenedictis
8. Jerry Case (bump)
9. Robin Deans
10 Bob Etherton

MODIFIED F MAIN:

1. Jerry Case
2. Tim Lavigne
3. Chad Cummings (bump)
4. Charles Suit
5. Louis Fernandez
6. Mike Davis
7. Terry Peiffer
8. Joseph Joe
9. Mike Myhre
10 Arturo Carbonell

MODIFIED G MAIN:

1. Chad Cummings
2. Gary McAllister
3. Dawyne Whisler
4. Greg Anderson
5. Andy Jackson
6. Jack Johnson
7. Rick Walton
8. Randy Tentschert
9. Mike Larson (bump)
10 Pepe Rosenfeld

MODIFIED H MAIN:

1. Mike Larson
2. Bob Novak
3. Larry Joe
4. Andy Anderson
5. Ryan McRae
6. Rick Winkelman
7. Steffen Thompson
8. Craig Johannes

9. Gary Peterson (bump)
10 Jim Brophy

MODIFIED I MAIN:

1. Gary Peterson
2. Wyatt Sadler
3. Martin Buchanan
4. Jim Madison
5. Thomas Bowlin
6. Craig Uyeda
7. Tony Nelsinger
8. Chris Happs
9. Steve Douglas
10 Chuck Connolly (bump)

MODIFIED J MAIN:

1. Chuck Connolly
2. Randy Premus
3. Gary Abrams
4. Robert Biffle, Jr.
5. Ron Elwood
6. Dave Gage
7. Ben Encineas
8. Larry Stevens
9. Frank Valles

CONCOURS EVENTS

MODIFIED CLASS:

1. Andy Jacobsen
2. Greg Andersen
3. Mike Styles

OPEN CLASS:

1. Phil Emery
2. Scott Brown
3. Chuck Davis

STOCK CLASS:

1. Scott Sherburn
2. Vince Carbino
3. Don Denny

TEAM CHAMPIONS:

1. R/C Race Prep Team...535
2. Revtech Team...533
3. Custom Racing Prod...467

M.I.P. BEST ENGINEERED AWARD
Carl Thompson



THE WORLD CHAMPIONSHIP TEAM TROPHY went to the R/C Race Prep team that edged out the Revtech Team by 2 points. (Left to right) Lou Peralta, R/C RACING NEWS Publisher and World Champs promoter, presented trophy to: Ron Anthony, Jason Garcia, Butch Dunn, Race Prep owner, Steve & Mike Dunn. Missing were Randy Lutz and Jerry Sanders, Jr. Photo Chuck Connolly